

In the Claims

1. (Currently amended) An adjusting system for pre-crash adjustment of at least one ~~vehicle component, in particular a Vehicle Seat~~ vehicle seat of a vehicle, having

an adjusting device (11) having two input connections (B1, B2), and

a control device (12) for pick up of an entry input signal (S1) and output of a control signal (S2) to the adjusting device (11) for adjusting the vehicle components into a crash – secure position;

wherein a switching device (13) is provided between the entry input connections (B1, B2) of the adjusting device (11) and supply voltage ~~contacts~~ connections (A1, A2; A1, A2, A3) of the vehicle; and wherein the switching device (13) can be adjusted between a normal operating position and a quick adjustment position; and wherein said control device (12) emits, upon recognizing a pre-crash situation, a switching signal (S3) for adjusting the switching device (13) into the quick adjustment position, and

a second voltage (U2) is applied at the entry input connections (B1, B2) of the adjusting device (11) in the quick adjusting position, which is greater than a first voltage (U1) applied in the normal operating position.

2. (Currently amended) The adjusting ~~arrangement~~ system according to Claim 1, wherein

the switching device (13) is connected to precisely two supply voltage ~~connections~~ contacts

(A1, A2) and has an energy storage means (15), ~~for example a power capacitor (15), a storage battery, or a battery, with~~ having two storage ~~hook-ups~~ connections (E1, E2); and wherein

the energy storage means (15) in the normal operating position is connected in parallel to the adjusting device (11) and in the quick adjusting position between a supply voltage ~~connector~~ connection (A2, A1) and an entry input connection (B2) of the adjusting device (11).

3. (Currently amended) The adjusting arrangement system according to Claim 2, wherein the switching device (13) has ~~a switch~~ plural switching elements (SW1, SW2), ~~for example, an opener (SW1) and a reversing switch (SW2),~~ by means of which upon entry input of the switching signal (S3) the connection of ~~the a~~ first supply voltage ~~contact~~ connection (A1) is interrupted with the first storage connection (E1), the second storage connection (A2) is connected to the first storage connection (E1), and the connection of the first supply voltage connection (A2) with the second entry input connection (B2) is interrupted.

4. (Currently amended) The adjusting arrangement system according to Claim 1, wherein the switching device (13) is connected to three supply voltage connections (A1, A2, A3) and has a switch (SW3) for selective connection of ~~an entry connection~~ one of said input connections (B1) with one of two said supply voltage connections (A1, A3).

5. (Currently amended) The ~~adjustment arrangement~~ adjusting system according to claim 1, wherein a plurality of adjustment devices (11) are connected in parallel to the switching device (13) and each ~~pick-up~~ receive control signals (S2) from the control device (12).

6. (Currently amended) The adjusting ~~arrangement~~ system according to claim 1 characterized by that switching device (13) is connected to a plurality of adjusting ~~device(s)~~ devices (11) ~~is/are~~ connected for at least one of a seat back tilting adjustment, ~~and/or~~ a seat tilting adjustment, ~~and/or~~ a head rest adjustment, ~~and/or~~ a seat height adjustment.

7. (Currently amended) An adjusting ~~arrangement~~ system according to claim 1, wherein a sliding roof adjusting device and / or a window lifting device is connected to the switching device (13).

8. (Currently amended) The adjusting ~~arrangement~~ system according to claim 1, wherein the control device (12), in the absence of a pre-crash signal (S1) and/or after a pre-determined time after output of the switching signal (S3) switches the switching device (13) from the quick adjusting position back into the normal operating position.